

# DockLines

Vol. X, No. 2

THE SANTA BARBARA WATERFRONT DEPARTMENT NEWSLETTER

March 2011

Editor: Mick Kronman  
Art Director: Brian Slagle



## Tsunami—Lessons Learned

**Harbor Main Parking Lot**  
Putting on a final coat

**Minnow Café**  
Changing hands

**Marina One Phase 2 Update**  
Half way home

**Swap Meet & Hazmat Turn-in**  
Saturday, May 14th

**Marina Two Dock Work**  
Wooden dock replacement underway

**Contacting Harbor Patrol**  
Tips for a timely response

**Beach Storage Permits**  
Sales start in March & April

**Clean Marina Corner**  
Alternative bottom paints

**2011 Events**  
What's ahead...

## March 11<sup>th</sup> Tsunami Strikes Harbor

*Mick Kronman, Harbor Operations Manager*

In the early hours of March 11th, following a massive earthquake in Japan, a Tsunami Advisory was issued for the California coast south of Pt. Conception. The tsunami was predicted to arrive at Santa Barbara at 8:17 a.m. By 2:00 a.m., I was busy speaking with Harbor Patrol and checking updated advisories from the North Pacific Tsunami Warning Center and National Weather Service.

Based on definitions of a Tsunami Warning (more severe impacts) vs. a Tsunami Advisory (less severe impacts), and after experiencing minimal impact after the Chilean Tsunami Warning last year, I determined a reverse 9-1-1 call was not warranted. But, if the prediction (1-2 foot tidal fluctuation) had actually matched the reality of the next 12 hours (6-foot tidal fluctuations with raging surges and 12-knot currents), I would have issued that alert. But so much for 20/20 hindsight.

The tsunami arrived on time, generating tidal fluctuations of about two feet every 15 minutes, but not much else. Between 8:30 a.m. and noon, tidal fluctuations of about three feet (some swings occurring within 10 minutes) ebbed and flooded in the entrance channel and Harbor. The event seemed to be gathering steam.

After noon, tidal fluctuations grew more pronounced at shorter intervals. By 12:30 p.m., the situation really intensified. First, a swift tidal inflow pulled the bait barge into two pieces. The larger section drifted down the main channel between marinas, while the remaining section with a dock shed atop broke into pieces a few minutes later. Two Harbor Patrol boats and a dredge tender corralled the barge and towed it to the City Pier. Meanwhile, a crane barge anchored off West Beach that services our harbor dredging operations broke a mooring and swung into the harbor toward Marina Four. Harbor Patrol and dredge boats initially responded, followed by the tug *Julie*. It took about four hours to control the large, heavy barge and secure it to the dredge amid currents that at times reached speeds of 12-15 knots.

Beyond all that excitement, inner-harbor impacts were generally minimal. Some boats sustained minor damage from floating debris, but nothing significant compared to Northern California ports like Santa Cruz and Crescent City.



Between this tsunami and last year's tsunami, many lessons have been learned:

- A tsunami generated at a great distance really doesn't "hit" at a given time. It "arrives." And that arrival is not necessarily the main event. As time passes, surges and tidal fluctuations often grow stronger. They can take 24-48 hours to entirely subside.
- Taking a vessel to sea remains a viable option to escape the wrath of a tsunami. But if you do go to sea, take plenty of provisions because you may be out there for 24 hours or more until it's safe to return. Returning too soon, only to encounter ripping currents at the harbor mouth, could place you and your boat in greater danger than if you hadn't left your slip in the first place. Bottom line: be prepared for a long stay at sea or travel to another port.
- Expect short-term, long-term or periodic closures at the harbor mouth during a tsunami, as Harbor Patrol removes debris and assesses the safety of transiting to or from sea. Check with them on VHF Channels 12 or 16 for the latest conditions.
- Do not follow emergency vessels (Coast Guard, Harbor Patrol, commercial craft) back into Harbor before given permission from port authority. These vessels may need to place themselves in danger for life-safety responses, but you should not. You could create more problems or become the problem by returning too soon.
- Whether our area is designated for tsunami "warning" or "advisory," Harbor Patrol will relocate all barges from the main fairway before the event arrives.

## DockLines

City of Santa Barbara  
Waterfront Department

### Office Hours

Monday through Friday  
8:00 a.m. to noon  
1:00 p.m. to 5:00 p.m.

Business Office: 564-5531  
Harbor Patrol: 564-5530  
Maintenance: 564-5522  
Parking Services: 564-5523  
Office Fax: 560-7580

(805) local area code

(continued page 3)



*New "P" finger docks*

## Marina One Phase 2 Update

*Karl Treiberg, Waterfront Facilities Manager*

The multi-phased Marina One construction project continues with consecutive replacement of "O" and "P" fingers. Staff put considerable effort into juggling boats throughout the harbor to reassign temporary slips to everyone on "P" finger prior to the recent demolition of the 35 year-old docks. This reduced the availability of transient slips, but our highest priority was to accommodate current slip permittees, then try and make available as many visitor slips as possible.

Bellingham Marine Industries (BMI) made quick work of the old docks on "P" finger, shipping them to Marborg's recycling center in just a couple of days. The new docks went in as quickly as the old docks came out, but then work slowed a bit as contractors pulled thousands of feet of wire and installed almost 1,000' of water lines, new dock boxes, power centers, fire hose cabinets and more (amenities we all take for granted take more time to install than the docks themselves). If that's not enough, BMI added four new slips, extending "P" finger by approximately 40'. These beautiful new docks, including new "O" finger docks under construction at this writing, will be open soon.

*Working together for a clean Santa Barbara Harbor.*

## CLEAN MARINA CORNER

### Alternative Hull Paints—Times They are A-Changin'

*Mick Kronman, Harbor Operations Manager*

In recent years, much attention has been paid to reducing the perceived effects of copper anti-fouling paint in California Harbors, resulting in experimentation with various kinds of alternative metallic and non-metallic biocide hull coatings.

The greatest amount of effort has occurred in San Diego, where regulators, local boatyards, paint manufacturers, local divers and area regulators used an Environmental Protection Agency grant to study anti-fouling alternatives, including 46 alternative formulations. Their goal was to identify alternative paint products and bottom cleaning techniques that might help reduce copper loading in small, confined harbors like Shelter Island Marina.

Their recently released study examined non-copper metallic coatings including zinc-biocides, organic biocides, zinc-oxide coatings and 24 non-biocide coatings such as epoxies and silicone. Overall, the project successfully identified several currently available hull-coating alternatives for boaters to consider when applying bottom paint, noting that "boaters need to be more engaged when selecting a hull paint for their boats. They should familiarize themselves with the selection of available paints, recognize coatings that are best suited for their style of boating, understand the up-front and long-term costs and select hull cleaners who are familiar with cleaning their alternative coating."

So remember, when it comes to bottom paint, there's a new world of environmentally friendly alternatives out there. Consult your local boatyard or chandlery for more information. If you wish to view the San Diego study in its entirety, go to [http://www.portofsandiego.org/public-documents/doc\\_view/3260-01-epa-funded-alternatives-to-copper-based-paint-final-report.html](http://www.portofsandiego.org/public-documents/doc_view/3260-01-epa-funded-alternatives-to-copper-based-paint-final-report.html)

## Charter Permits

Perhaps you've noticed signs on the Marina gates that say, "Business Activity Permit required to solicit, sell or service in the Harbor District." These signs refer to the Waterfront Department's Business Activity Permit program.

The Santa Barbara Municipal Code requires that anyone engaging in a boat chartering activity or boat service in the Harbor, other than a Harbor lessee or employee, must obtain a permit from the Waterfront Department. The permits are known as Business Activity Permits, or BAP's. These permits encompass a wide variety of boat services that can be performed right at the slip, including mechanical services, boat washing, dive services, canvas work, varnishing and more.

In addition to the service permits, the Department also issues a maximum of twelve "six-pack" charter permits, which allow a slip permittee with a Coast Guard captain's license to conduct six-passenger charters from their assigned slip. Charter permits are not issued to trailer boats or vessels using visitor slips.

What does it take to get a BAP? If your marine service business is appropriate for the Harbor, usually all it takes is a City business license, liability insurance coverage, and a \$25 annual fee. Charter permits are \$250 per year for USCG licensed slip permittees. Need more information? Call Patrick Henry at the Waterfront Administration office at 897-1961.

## Minnow Café Under New Ownership

Jeff Jones owned and operated the Minnow Café at 117-E Harbor Way since 1989--a favorite stop for a quick breakfast or lunch for boaters and harbor visitors alike.

In October, Jeff announced the pending sale of the Minnow Café to the Bennett family, longtime owners of Brophy Brothers Restaurant. The sale was successfully completed on December 30, 2010. A new point-of-sale system was installed and the Minnow is now accepting debit and credit cards.

While an updated menu is developed, Brophy's will continue to operate the Minnow with few changes, serving breakfast and lunch items such as the ever-popular breakfast burritos, sandwiches, fish and chips, burgers and chowder. After a remodel in late fall, the Minnow will offer indoor seating, extended operating hours and a dinner menu.

Brophy's purchasing power will enable the Minnow to continue to offer meals at a value price point. So, stop by when you can for traditional Minnow fare with the classic Brophy's touch.

## How to Contact Harbor Patrol

Steve McCullough, Harbor Patrol Supervisor

Harbor Patrol Officers are on-duty 24 hours a day, but are not always available in the office to answer phone calls. Waterfront administration staff answers phone calls during regular daily business hours (8:00 a.m. to 5:00 p.m.) and can contact officers in the field by radio. In case of emergency, dial 9-1-1. Emergency calls that occur at the harbor will be relayed to Harbor Patrol Officers at any time or location on police or fire radios they carry.

Harbor Patrol also monitors marine VHF radio Channels 16 and 12 at all hours for emergency and non-emergency calls. Non-emergency phone messages left on Harbor Patrol business lines will be returned as soon as possible.

### Contacts to remember:

Emergencies:	9-1-1
Harbor Patrol Office	564-5530
SB Police Department	897-2300
Marine VHF Radio	Channels 16 or 12

## Harbor Main Parking Lot Restriping—Again

The Harbor Main and Launch Ramp parking lots are looking good after a fresh coat of asphalt slurry was applied in November. Keeping half the lots open while working on the other half was a logistical headache, but we managed to keep business more or less “as usual” through the weeks it took to complete the project. Harbor users were extremely patient and cooperative, moving their cars from one side of the lot to another on short notice. Fortunately, a majority of the work took place just before the rainiest December on record. Unfortunately, we need to repeat this exercise one more time to get a final coat of paint on the stripes in all parking stalls.

Beginning in April, staff will close large sections of the lots to allow the painting contractor unlimited access. We'll try to keep the closed sections as small as possible while attempting to complete the job quickly. Prior to painting, the contractor will sweep the lots to remove much of existing gravel, leaving a much smoother surface. There will be limited access and parking for a week or two, but the lots will be open and boaters will be able to launch at the launch ramp the entire time. After enduring plenty of inconvenience, harbor users can rest easy for the next five to seven years until we go through this exercise yet again to keep the lots in good shape.

## Marina Two Dock Work

Karl Treiberg, Waterfront Facilities Manager

Several years ago staff began replacing some of the wooden finger docks on Marina Two. After 20 years, many of the docks had become unstable and walking barefoot was hazardous. Staff demonstrated their initiative by creating a push-me-pull-you trailer that can launch docks up to 50' long without a crane. The ingenious design allows for efficient removal of old docks and deployment of new docks without using a costly crane. The unique trailer is lowered down the launch ramp sideways by a work truck using a specialized hitch so it can get over the “knuckle” of the ramp (the change in grade between the flat parking lot and sloped launch ramp). The dock is placed on the trailer, pulled up the ramp, and then pulled over to our maintenance yard like a regular trailer, so it can be maneuvered through the parking lots.

Once in the yard, crews repair the concrete floats for reuse. New timber is used for framing and decking. Launching the rebuilt docks is as quick and easy as removing the old docks and most fingers are completed in less than one week. Most of Marina Two has been rebuilt with the exception of the 20' slips. Eventually, staff will move on to Marinas Three and Four with incremental replacement of all the docks over several years.

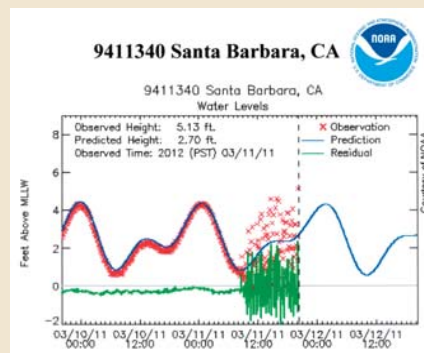
## Beach Storage Permits Available

Enjoy your small boat without the hassle of having to tow it down to the water each time you want to go for a ride. Get a beach storage permit!

West Beach Permits for outriggers, small sailboats and rowing dories went on sale March 11th in the Harbormaster's Office. Annual permits, \$250 each, are available to store your boat on West Beach. Catamaran Permits for Leadbetter Beach go on sale beginning April 1st. Permits are seasonal, and valid April through October each year. The cost is \$200.

Please call the Waterfront Office at 564-5531 for details. Permits are limited and there are size restrictions. If you are interested in purchasing a permit, bring your boat registration, if required (sailboats and cats—yes, outriggers and human-operated rowing dories—no), personal ID and payment to the office.

Meanwhile, we look forward to accommodating your interest in small-boat recreation and to seeing you on the water this summer.



Wild tides on “Tsunami Friday”

## Tsunami (Continued)

- Not all tsunamis will allow you the luxury of time to plan and react. In the case of a nearshore tsunami, like one generated by an underwater slide on the north side of Santa Cruz Island, you may have only minutes to react. In that case, forget about your boat and head for high ground. If you're at the harbor, a quick, safe retreat would be to the top of La Playa Stadium or the west campus area of City College.
- Use common sense. Do not come to the beach or harbor to watch a tsunami. If you are already at the harbor, evacuate if directed by local authorities and always observe and obey signs announcing that the breakwater is closed.

Hopefully, it will be many years before we see an event like this again. Still, every emergency bears an opportunity to learn and improve our response protocols. Certainly, this was the case with the March 11th tsunami, where lessons learned far outweighed damage incurred.



Get your “Cat Beach” permit now!



City of Santa Barbara | Waterfront Department  
132-A Harbor Way, Santa Barbara, CA 93109

To: 

## Harbor Swap Meet and Hazmat Turn-In Day May 14

*Mick Kronman, Harbor Operations Manager*

It's here. You can smell it in the air, see it in the angle of the sun's flare upon the sea. Boating season is upon us. And what better harbinger of the good times ahead than the annual Harbor Nautical Swap Meet? Like last year, the Swap Meet will be accompanied by a hazmat turn-in event. Here are the details:

### Harbor Swap Meet:

Sponsored by the Waterfront Department and Harbor Merchants Association, the Harbor Nautical Swap Meet returns on Saturday, May 14th from 8:00 a.m. to noon. Visit the Marina Three parking lot to buy, sell, peruse or to just enjoy good company or free coffee and donuts at this uniquely local event. Typical sale items include sailboat rigging, fishing gear, outboard motors, surfboards, kayaks and all manner of boat parts. Sign ups for vendor spaces (\$10 apiece) will occur at the Harbormaster's Office beginning Monday, April 4th.

### Hazmat Turn-In:

And while taking inventory of what you need to buy or sell, check your dock box too, since



this year's event is again coupled with a Hazmat Turn-In Day. Located next to the Swap Meet, you'll find a marked disposal area for hazardous materials you may wish to get rid of before boating season begins—items like old cans of varnish, lacquer or paint, or small amounts of gasoline or diesel. In an effort to limit the Hazmat event to harbor boat owners only, an "entry ticket" will be included in May's slip billing. The ticket entitles the slip permittee to dispose of any appropriate items that are in his or her boat or dock box. No ticket is necessary to participate in the Harbor Swap Meet.

Questions? Call Mick Kronman, Harbor Operations Manager, at 897-2587.

## 2011 Event Schedule

Operation Clean Sweep	May 7
Harbor Nautical Swap Meet	May 14
Independence Day	July 4
Harbor & Seafood Festival	October 8
Parade of Lights	December 11

## Harbor Commission Meeting Schedule

April	4/21/2011
May	5/19/2011
June	6/16/2011
July	7/21/2011
August	8/18/2011
September	9/15/2011

Harbor Commission meets the third Thursday of each month at 6:30 p.m. in City Council Chambers